AMENDMENTS TO THE CLAIMS

This listing of claims will replace all prior versions and listings of claims in the application:

LISTING OF CLAIMS:

1. (currently amended): A pneumatic tire in which a polygonal bead core having a bottom extending generally along the tire width direction is embedded in a bead portion, the bead portion having a bead base extending between a bead heel and a bead toe, characterized in that, in the widthwise section of the tire, when first, second and third base points are defined as intersections of lines extending radially inward from an outer end point, a widthwise center point and a inner end point of the bottom of the bead core, respectively, and the bead base, and a maximum displacement point is defined as a point where an interference is maximum, the maximum displacement point is within a range of 25% or less of the width of the bottom of the bead core with the third base point as the center of the range, the interference at the maximum displacement point is 1.1-1.3 times as much as the interference at the second base point, the bead base extends at least between the bead heel and the first base point and has a first tapered portion with a taper angle being identical with or greater by three degrees or less than a taper angle of a bead seat of a standard rim,

wherein the bead base has a second tapered portion extending widthwise outwardly from the maximum displacement point and having a taper angle larger than the taper angle of the bead seat of the standard rim by 10-14 degrees and

a third tapered portion extending widthwise inwardly from the maximum displacement point and having a taper angle identical to or smaller by five degrees or less than the taper angle of the bead seat of the standard rim.

2. (cancelled).

3. (currently amended): The pneumatic tire according to claim [[2]]1, wherein the second tapered portion continues to widthwise inside of the first tapered portion.

4. (currently amended): The pneumatic tire according to claim [[3]]1, wherein the first and second tapered portions contact with each other at the second base point.

5. (original): The pneumatic tire according to claim 1, wherein the maximum displacement point is located widthwise outside of the third base point.

6. (original): The pneumatic tire according to claim 1, wherein the interference at the first base point is 0.7-1.0 times as much as the interference at the second base point.

7. (original): The pneumatic tire according to claim 1, wherein the contact pressure between the bead portion and the rim at the first base point is 0.6-0.8 times as much as that at the second base point and the contact pressure between the bead portion and the rim at the third base point is 0.8-1.0 times as much as that at the second base point in the sat where the tire is mounted on the standard rim.

8. (original): The pneumatic tire according to claim 1, wherein the area defined by a line extending widthwise outwardly from the outer end point of the bottom of the bead core, a line extending radially inwardly from the outer end point of the bottom of the bead core, and the outer profile line of the tire is 0.93-0.97 times as much as the area defined by the above-mentioned two lines and the outer profile line of the rim.

9. (new): A wheel assembly comprising:

a standard rim

a pneumatic tire in which a polygonal bead core having a bottom extending generally along the tire width direction is embedded in a bead portion, the bead portion having a bead base extending between a bead heel and a bead toe, characterized in that, in the widthwise section of the tire, when first, second and third base points are defined as intersections of lines extending radially inward from an outer end point, a widthwise center point and a inner end point of the bottom of the bead core, respectively, and the bead base, and a maximum displacement point is defined as a point where an interference is maximum, the maximum displacement point is within a range of 25% or less of the width of the bottom of the bead core with the third base point as the center of the range, the interference at the maximum displacement point is 1.1-1.3 times as much as the interference at the second base point, the bead base extends at least between the bead heel and the first base point and has a first tapered portion with a taper angle being identical with or greater by three degrees or less than a taper angle of a bead seat of the standard rim,

wherein the bead base has a second tapered portion extending widthwise outwardly from the maximum displacement point and having a taper angle larger than the taper angle of the bead seat of the standard rim by 10-14 degrees, and

wherein the bead base has a third tapered portion extending widthwise inwardly from the maximum displacement point and having a taper angle identical to or smaller by five degrees or less than the taper angle of the bead seat of the standard rim.

10. (new): The wheel assembly according to claim 9, wherein the second tapered portion continues to widthwise inside of the first tapered portion.

11. (new): The wheel assembly according to claim 9, wherein the first and second tapered portions contact with each other at the second base point.

12. (new): The wheel assembly according to claim 9, wherein the maximum displacement point is located widthwise outside of the third base point.

13. (new): The wheel assembly according to claim 9, wherein the interference at the first base point is 0.7-1.0 times as much as the interference at the second base point.

14. (new): The wheel assembly according to claim 9, wherein the contact pressure between the bead portion and the rim at the first base point is 0.6-0.8 times as much as that at the second base point and the contact pressure between the bead portion and the rim at the third base point is

0.8-1.0 times as much as that at the second base point in the sat where the tire is mounted on the standard rim.

15. (new): The wheel assembly according to claim 9, wherein the area defined by a line extending widthwise outwardly from the outer end point of the bottom of the bead core, a line extending radially inwardly from the outer end point of the bottom of the bead core, and the outer profile line of the tire is 0.93-0.97 times as much as the area defined by the above-mentioned two lines and the outer profile line of the rim.